

Service and Fare Equity Analysis Executive Summary

In accordance with Title VI of the Civil Rights Act of 1964 and Federal Transit Administration (FTA) Title VI Circular 4702.1B, Connecticut Department of Transportation (CTDOT) conducts a Service and Fare Equity (SAFE) Analysis any time a fare change or a major service change is proposed to ensure that changes do not unfairly impact minority and low-income populations, as defined by the FTA Title VI Circular.

CTDOT is analyzing proposed changes to service on the Waterbury Line and proposed fare discounts on *CTrail* ten-trip tickets. In addition, CTDOT is analyzing proposed service changes to *CTtransit* bus service.

Equity Analysis Methodology

The CTDOT FTA Title VI Program outlines the agency's Major Service Change, Disparate Impact, and Disproportionate Burden policies, as well as the way in which CTDOT conducts SAFE Analyses. Rail major service and fare changes, and proposed bus major service changes were analyzed to determine if there are disparate impacts to minority populations, or disproportionate burdens to low-income populations.

Proposed Rail System Service and Fare Changes

Seven additional weekday trains are being proposed to be added to the Waterbury Line Summer 2022 schedule to provide 22 daily trains compared to 15 daily trains today. This service increase was made possible by the installation of passing sidings and a Positive Train Control (PTC) train signal system. The proposed changes affect the Waterbury Line schedule as follows:

- During the AM and PM peak periods, train service will be increased by 50% while reducing headways, primarily in the northbound direction, compared to the current schedule.
- In the mid-day Off-Peak period, service will be increased by 33% - 50% while headways are reduced by over 30%, compared to the current schedule.
- These proposed changes include the absence of three Monday-Friday stops at Stratford Station during the AM Peak, PM Peak, and midday and PM Off-Peak periods. These are the only service reductions associated with 2022 Waterbury Line schedule.
- A new early morning southbound train to New York, via connecting train, is proposed.

In addition to schedule changes to the Waterbury Line, to help promote train ridership and to better align with the discount program available on the New Haven Line (Metro-North), CTDOT is proposing to increase the discount on the Hartford Line and Shore Line East ten-trip tickets, from ten trips for the price of nine, to ten trips to the price of eight. This equates to an additional 11.1% discount on the ten-trip ticket.

Service and Fare Analyses – Rail Findings and Alternatives

Analyses of the rail major service changes on the Waterbury Line and CTrail fare changes are presented as follows:

- General – The 7-train service expansion is a massive 47% service improvement and benefit to the people of the Naugatuck Valley and the Waterbury Line.
- Headway changes - No disparate impacts or disproportionate burdens were identified.
- Stop changes – No disparate impacts or disproportionate burdens were noted to Waterbury Line stations, however, because three Waterbury Line trains stop on the main line at Stratford, it is included as a consideration. A disparate impact and a disproportionate burden was identified because the proposed Summer 2022 Waterbury train schedule has no stops at Stratford Station (a minority serving station).
- Fare Changes – No disparate impacts or disproportionate burdens were identified.

Rail System Mitigation Alternatives

For Waterbury Line, a possible mitigation measure that was identified is the Greater Bridgeport Transit (GBT) bus route 23 for connection of the line to/from Stratford, with broader travel choices to Peak and Off-Peak trains. The Derby-Stratford bus connections could be considered as an offset to the disparate impact from the absence of the three rail stops.

Additional mitigation measures were also identified- subject to operational viability- including:

- Monitor Ridership – Adjust service according to observable ridership changes
- Remediation – Adjust the schedule to remove the quantified impact. This could be accomplished by:
 - Retaining similar stops on three trains in the Waterbury Summer 2022 schedule. While this would not fully compensate for the disparate and disproportionate impacts, it would serve to reduce the 15% threshold variance.
 - Another remediation step could be to add a fourth Stratford stop in the AM Off-Peak time period to eliminate the disparate/disproportionate variance finding.
- Restore and add Stratford Station stops to the 2022 Summer Waterbury Line schedule. This would ensure all Waterbury Line stations receive the benefits of expanded service equally however due to the single track limitations, the operational feasibility would need to be examined.

Proposed Bus System Service Changes

Hartford Bus System

The following changes are proposed for bus routes operating in the Hartford region:

- On Route 24 (Windsor-Bradley International Airport-Windsor Locks) and Route 512 (Berlin Turnpike) schedule changes would allow for better connections with CT*rail* Hartford Line trains.
- Route 940 (Waterbury-Meriden) is a pilot route designed to provide a direct route between Waterbury and Meriden and to strengthen connections to train arrivals/departures at the Waterbury and Meriden stations. It is proposed to make it into a permanent route.
- The Bradley-Union Connector is new proposed route which will provide faster service between Bradley International Airport and Hartford Union Station.

New Haven Bus System

The following change is proposed for the New Haven region:

- Route 282 (East Grand Avenue Bus Bridge) began service as a temporary bus route in response to the Grand Avenue Bridge construction project. The route proved to become one of the most efficient routes in the New Haven bus system. It is proposed to make it into a permanent route.

Service and Fare Analyses – Bus Findings and Alternatives

Bus System Findings

The proposed service changes for CT*transit* Route 24 resulted in a disparate impact to minority populations.

Bus System Mitigation Alternatives

The increase in service frequency change on Route 24 triggers a disparate impact as that route is slightly non-minority favoring. However, this is a change that benefits both minority and non-minority riders on the route by providing them with more frequent service.